(c) what is number of officers in high positions who have been working at their present places for more than five years?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES) : (a) During the years 1987, 1988 and 1989, 9075, 9431 and 9316 complaints were received respectively. In addition, Railways conducted preventive checks, on their own, to nab officials indulging in malpractices and corruption. As a result of investigation of complaints and preventive checks, the number of Gazetted and non-Gazetted officials proceeded against and punished is given below:

Year	Number of officials proceeded against in disciplinary action		Number of officials punished as a result of disciplinary action	
	Gazetted	Non-Gazetted	Gazetted	Non-Gazetted
1987	175	6285	111	5111
1988	223	9104	156	6574
1989	174	10557	177	6919

(b) Yes, Sir. The salient features of the proposed action are given below:

(i) Further intensification of vigilance/anti-corruption work in mass contact areas. such as booking, reservation, parcel/luggage, goods and catering, as also where public funds can be misused/wasted, e.g. tenders and contracts, and in recruitments and selection where malpractices could damage Railway's performance greatly.

(ii) Education of Supervisors and officers (and all newly recruited officers and staff) on a massive seals so as to make them conscious of their role and responsibility in preventing malpractices including those on the part of their subordinates and inculcating in them a sense of integrity, efficiency and public service.

(iii) Identification of corruption-prone areas and persons of doubtful integrity and keeping a watch on them. Imposition of deterrent punishment in proven cases of corruption.

(iv) Insisting on integrity and efficiency in promotions-especially to important and high positions.

(v) Premature retirement of inefficient officers and staff or those of doubtful integrity.

(c) No Group 'A' Railway Officer in high position—Additional Secretary's level and above—is working in his present post for more than five years.

Construction of three star and Janata hotel in Delhi

1328. SHRI SURESH KALMADI: Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether it is a fact that only owners of 5-star hotels or those who have collaboration with owners of 5-star hotels are eligible to bid for hotel sites in Delhi being auctioned by Delhi Development Authority;

(b) what are the reasons for this precondition; and

(c) why no priority is being given to three-star hotels and Janata hotels which is the prime need for Delhi to attract middle class tourists?

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MARAN): (a) to (c) Running of 5-Star Hotels requires professional competence-managerial efficiency, experience in the trade, heavy investment involving loans advanced by public sector institutions. In view of this, the following conditions of eligibility have been prescribed by DDA:

(i) The Indian 5-Star Hoteliers having atleast one well-known established 5 Star Hotel/5-Star Delux Hotel with minimum annual turn over of Rs. 25 crores.

(ii) 5-Star Hoteliers who are foreign based should have at least 5 established 5-Star Hotels/5-Star Delux Hotels in different parts of the world.

(iii) Indian enterpreneurs who are having arrangement/collaboration with the Hoteliers satisfying conditions stipulated above in (i) and (ii) both.

(iv) Non-resident Indians who are willing to make investment in the country by arrangement/collaboration with the Hoteliers satisfying conditions stipulated above in (i) or (ii) or both. They would be required to remit foreign exchange for financing the project as required/permissible under the Rules.

Priority has also been given to 3/4 Star Hotels and Janata Hotels by earmarking 6 sites in various parts of the city. Interest subsidy of 3 per cent is also admissible on loan amount, subject to the prescribed conditions.

Tres-passing in reserved coaches

1329. SHRI SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that cases of tres-passing in reserved coaches have been on alarming increase causing murders of some foreign passengers in the past;

(b) whether Government propose to take some stern steps in this regard;

(c) if so, the details thereof and if not, the reasons therefor;

(d) whether any compensations have since been paid to the victims; and

(e) if so, the details thereof with criteria for payment of compensations?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Only one case of death of a French national due to a quarrel with daily commuters travelling in a reserved coach unauthorisedly has been reported last year.

(b) and (c) The following steps have been taken to prevent unauthorised entry in reserved coaches:—

(i) Surprise checks and drives are conducted from time to time with the help of GRP and unauthorised passengers found travelling in reserved coaches are detained and fined under the provisions of the Railways Act. Wherever the problem of unauthorised entry of passengers in reserved coaches is acute, coordination is established with GRP to enlist their assistance to prevent the same.

(ii) Punishments are imposed on Conductors/TTEs/Coach Attendants found responsible for dereliction of duty.

(iii) Distance restrictions on travel have been imposed in certain long distance trains.

(iv) Legal provisions in the new Railways Act, 1989, have been made more stringent in as much as a fine upto Rs. 500/- has been prescribed as against Rs. 20/- in the present Act.

(d) and (e) No claim for compensation has been preferred. An *ex-gratia* amount, Rs. 5,000/- was paid to the wife of the deceased French national.

1330. [*Transferred to the 28th March 1990*].

Headquarters reservation quota in trains

1331. SHRI SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway Board controls some HQR reservation quota; and